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MARITIME MINING RECORD.

NOVEMBER 26, 1919.

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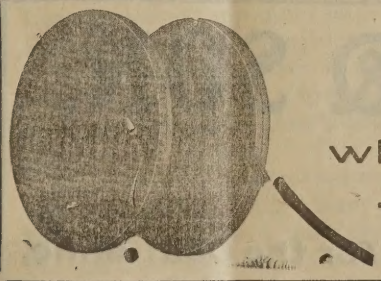

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8 05	GLENCOE	5 48
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MARITIME MINING RECORD

Vol. 22 Stellarton, N. S., November 26th., 1919 No. 10

THE RECOGNITION OF UNIONS.

Judge Gary, Chairman of the Board of Management of the United Steel Corporation, declared in the course of his evidence before the Senate Committee at Washington, that there was no reason for the present steel strike, that the men did not want it, and that it was forced on them by the organizers of labor unions. He added that the question at issue was the open shop—"the right to bring about the fullest production with only the interests of the employee, the employer, and the public in sight."

Judge Gary states the case against the recognition of organized labor in the most plausible and attractive language in which it can be expressed. But there is another way of stating the issue. Have not wage-earners, who are the vendors of labor, the same right to organize and bargain collectively for the sale of their commodity. as their employers, who are the purchasers of labor, have to combine and bargain collectively in buying it? In other words, why should organized labor not be recognized in the same manner, and to the same extent, as organized capital is?

On only one ground can the United States Steel Corporation, or any other employer of labor, fairly and logically decline to recognize labor unions. Such refusal is warranted when the organization in question does not comprehend a sufficient number of the interested workers in its membership, to make it truly representative of them. This claim was made by the U. S. Steel Corporation before the strike began. It was then said by Judge Gary that only 25,000 of the 240,000 employees of the Corporation belonged to labor unions. If this were the case, the Corporation would be justified in declining to deal with Union leaders as the accredited spokesmen of the steel workers. But Judge Gary makes no such claim in his evidence, and the number of men who have gone out on strike proves that his estimate of Union members was absurdly below the mark.

Nothing is more clearly discernible in the signs of the times than that the principle of the recognition of labor unions will yet have to be accepted by the large employers of labor in all civilized countries. Whether in any given case a strike is justified to enforce such recognition must depend on the conditions applicable thereto. Likely the decision of the Senate Committee as to the responsibility for this strike will turn largely on the question of how representative the unions are which are claiming the right to speak for the U. S. Steel Corporation's employees. If Judge Gary takes the position that his Corporation will not recognize labor unions under any conditionsor circumstances, he is heading for a pit-fall.—(Ex.)

Lord D'Abernon has told an Evening Standard interviewer that their are only two policies in regard to the drink question—Control, or Prohibition. "Reversion to the old pre-war conditions would mean drunkenness, inefficiency, ill-health, disease, and the misery which notoriously has resulted from drunken habits in the past." He believes that many licensed victuallers as well as some brewers are opposed to the increase in alcoholic strength of liquors which is advocated in some quarters, and that it is beginning to be realised that "the old methods of the antireform whole-hog indulgence advocates are no longer suitable to modern conditions.

Attention has been called to the fact that in the Labour movement, Rev. Tom Sykes, of the National Brotherhood Council, in a stirring address, put the case for the Brotherhood very forcibly. "The two essentials," he said, "for religion to be real are conviction and sympathy; conviction without sympathy produces the bigotecclesiastical or otherwise—sympathy without conviction produces the impressionist and the sloppy sentimentalist, We needa combination of the two."

Again, "Religion to be real must be dominant. It's no use having the sort of religion which one takes out for a little Sunday exercise. If religion is not the dominant thing in a man's life it isn't there at all.' "We have reached a time in the world's history when mankind has got to decide whether it shall live by its morals or by its muscles." The events of the past five years eventually could be traced to this : that the nations of Europe have been living, not by their morals, but by their muscles.

The idea that God deals with individuals along the lines of secret diplomacy has got to go," was another of his striking phrases.

Sigfrid Sirenius, of Helsing (Finland), urged that the brotherhoods should push their crusades into some of the northern countries, and extend their organisation over all Europe. He appealed for similar conferences to that then in progress to be held biennially in different parts of the Continent.

"IRON" AND SCOTIA

The union of "iron" and Scotia has loomed up for years now, and it is believed that the Nova Scotia Government, as long as a year ago, had come to the conclusion that the two must be forced to come together: that in no other way could the network of coal areas of each, side by side, paralleling and crossing, be disentangled. Hence the legislation of the past spring which give the Provincial Government a whip hand over "Iron," for no pressure, it would appear, was required to induce Scotia to enter such a combination. During the earlier negotiations, objection, it is understood, was raised at Ottawa (this was while the war was still on) to any settlement of the differences between the neighbor-rivals that would permit control of the great coal and iron ore fields to pass into the hands of United States interests, that then as now, controlled Scotia.—(Financial Post)

MARITIME MINING RECORD.

THE MARITIME MINING RECORD is published the econd and fourth Wednesday in each month.

THE RECORD is devoted to the Mining—particularly oal Mining—Industries of the Maritime Provinces.

Advertising Rates, which are moderate, may be had on pplication.

ubscription $1.00 a Year. ——— Single copies 5 cents

R. DRUMMOND, PUBLISHER.

STELLARTON, N. S. November 26, 1919.

REMARKABLE ADDITION TO THE MINERAL WEALTH OF CAPE BRETON COUNTY

It is a suprise to the Mining Record that none of the C. B. papers,—nor the Halifax Herald, who has a bold head lines loving news editor—have featured, in becoming style, the re-discovery of the long lost Mullins seam. Much 'featuring' was made of the opening of the Lake Mine, in the Big Flace Bay district, so much so tnat people might have been led to believe that the opening of the five foot seam at this poiut, was the most important event happening, in south C. B. county, in years. And, yet, the opening of that new colliery is a wholly insignificant affair as compared with the fact that the Mullins seam actually exists, and its whereabouts determined. The Lake colliery adds nothing to the already estimated coal tennage covered by the Dominion Coal Company, The Mullins discovery, on the other hand, adds hundreds of millions of tons to the formerly assumed quantity. The Record's C. B. county correspondent sends the following in reference to this highly important rediscovery:

"Two old shallow shafts from which coal had been drawn from the Mullins seam were lately opened up, one near the seashore at old Victorta mine and the other over a mile inland. The coal near the shore was seven feet thick with a band of white stone stratified near the top of the seam. Inland the seam was six feet thick, all clean coal with no stone band. The dip of the seam is one in six. The land section of the seam is extensive and contains much coal of a superior quality, This brings the much talked of Mullins seam out of the mists of imagination into the realm of reality, and before long the coal of this seam may be driving the plate and other mills of the Sydney steel plant, and doing all the other work for which it has been long stored in the bepths of the earth. The new shaft is down close on 300 feet. The last 48 ft. of lining used was of concrete rather than brick. Altogether the shaft, when completed, will be 600 feet deep."

A six foot seam is an ideal one to work. The average thickness of the seams in the areas of the Dom. Coal Co. is,—taking the Phelan seam at 7 ft.—five ft. six. The Mullins therefore adds rather than subtracts from the average thickness. Of late it has been asserted that the coal of the future will be of submarine extraction. There may be, with the re-discovery of the Mullins, a revision of this opinion. The Phelan and the Emery seams have each to be credited with the operation of several collieries. The Mullins, however, should cover more ground inland than any other of the seams now being wooked. Indeed, in the future the 'Mullins,' unless it acts differently from the seams now being worked, should be the greatest asset, from a coal mining point of view, of the Dominion Coal Co. In "Minerals and Mining" the following, which no doubt has a reference to the Mullins, occurs:

"One who has a penchant for big figures says: "If a seam eupposed to exist but not named underlies the Glace Bay and the Cow Bay districts, then the workable tons on land will be 3,780,000,000 and under sea 3,269,000,000, or a total of 7,049,000,000 for Cape Breton County alone."

Without the Mullins the estimated quantity of coal in the County is 5,664,000,000 tons.

This, therefore, makes the Mullins responsible for the possession of about fourteen hundred million tons. This means a new long lease of life to tho Cape Breton coal fields, and at a stroke adds over two thousand million ddllars to the mineral wealth of Cape Breton county. The figures are so astounding that an explanation of how tney are reached may be necessary.

The Mullins, as already stated, is estimated to contain 1,400,000,000 tons of coal. The estimated quantity of coal in a seam has never nor ever will be recoverable, as a certain quantity must be left in the mine as pillars which cannot be removed. Let the available contents of the re-discovered seam be cut in two and given as 7,000,000,000. This quantity, at three dollars a ton on the surface, gives the value stated, namely, twenty one thousand million dollars. The figures are, it must be admitted, somewhat startling, but there they are in unbellished black and white. The computation of tonnage is not the Records, but of one counted an authority.

NOVA SCOTIA COALS AND OTHER.

From the following, from the Financial Post, it will be gathered that many writers in sister provinces, are much in the dark in reference to the coals of Eastern Canada, especially of those of Nova Scotia. Nova Scotia, as the Mining Record has frequently pointed out, is either wholly ignored, or given scant justice by writers located in other provinces. Our people must become more assertive and be no longer content to hide their light under a bushel. Says the Financial Post:

"Canada possesses immense coal reserves. Unfortunately, much of it is unsuitable for locomotive purposes, owing to its tendency to spark, also, owing to its high moisture content, it rapidly disintegrates on exposure to the atmosphere. Again, at the mines, both below and above ground, in mining the coal and in handling it,

a vast amount of slack is created, which, up to the present, has been considered as waste.

"It has been pointed out by engineers many times that Canada will never be able to utilize economically her vast resources of fuel until our present apparatus for burning fuel has been improved to meet the peculiar burning qualities of Canadian coal, which is not as adaptable to the boilers and locomotives now in use as the coal that is imported from the United States."

The writer of the above should have stated what coals were 'unsuitable for locomotive purposes, owing to their tendency to spark. Sparks from the funnels of locomotives can easily be arrested by netting ; but Nova Scotia coals are no more given to sparking than are the American coals. The moisture content in some Nova Scotia coals is insnfficient, otherwise firemen would not find the difficulty, they say they do, in the breaking of lumps too large to be thrown into the fire box. If the writer in the Post desires a moistureless coal then he can have the product of a seam in Pictou County, which, owing, presumablo, to its lack of moisture, requires to go through two mining processes, first it is mined underground, and on reaching the fire deors of steam plants, or the cellars of private consumers, has to be re-mined, in order to reduce the lumps to a convenient and serviceable size. The Post writer is wholly astray if he implies that Nova Scotia slack has up to the present time been considered waste. Up till 1893 there was not sufficient demand for slack, but since then, and up till a few months ago, no slack coal went to waste, and if there is insufficient demand at the present time for slack it is due to the lack of transportation facilities, and the temporary closing down of blast furnaces. The Post writer would not have exposed himself to censure of Nova Scotians had he, at the close of the first paragraph, added : "These remarks do not apply to the coals of Nova Scotia, which are suitable for best coal purposes."

COAL'S LATEST BYE-PRODUCT.

We had rather rashly, it seems, concluded that scientists had reached the end of their tether and could add no other to the multiplicity of the bye-products obtainable from coal. In this we are mistaken, or perhaps rather we should say, in adding to coal's bye-products, the scientists have given place to the humorists. There's for instance that Bonar Point seam tapping affair, the nicest little comedy that has been staged on the C. B. coal floor for many a day, fairly eclipsing the glory so long held by "Judique has the floor. The Judique kind of humor, presumably, was boisterous, that of Bonar Point of the keen and critical kind. And there is again, for instance, the humor for which we are indebted to party newspaper correspondents, and partly to the suggestive utterances of the C. B U. M. W's. The following 'despatches' appeared lately in the Sydney Record:

"While C. A. McGrath, Fuel Controller, is in Washington, trying to make arrangements for securing coal supplies for Ontario and Quebec a curious situation has arisen among the coal mine workers of Nova Scotia, which may exert some influence on the situation in Ontario and Quebec. New England has in the past obtained large supplies of fuel for industrial purposes from Nova Scotia. The miners of Nova Scotia are willing to continue this supply if they are given assurances that it will not be used to help break the strike of the coal miners in the United States. To make sure of this they have indicated their willingness to allow just as much coal to go southwards into the United States as the United States administration allows to come northwards into Ontario and Quebec. This, they believe, would leave the situation in the United States practically unchanged so far as the strike is concerned, help central Canada and help themselves. Their demands would entail an interchange of statistics between Nova Scotia and central Canada as to imports and exports."

ANOTHER VIEW OF IT.

"In connection with the visit to the United States of Fuel Controller McGrath to discuss fuel supplies for Canada, the Ottawa correspondent of the Montreal Gazette says a new situation is said to have developed in the coal fields of Nova Scotia. From the mines in these fields coal has been shipped to New England in the past. Members of the United Mine Workers organization employed in Nova Scotia mines, it is reported, have taken the position that they will not raise coal for New England unless an equal amount is available for central Canada from the coal areas of the United States.

"As the coal strike was declared off several days ago, Ottawa seems to be somewhat behind the time in ascertaining the situation as it affects Canadian fields. It is assumed here that the authorities are now preparing for any possible resumption of the walk out in the American mines."

Take first the statement that in the past New England has obtained large supplies of fuel for industrial purposes from Nova Scotia. How much did New England receive? Last year about an eighteenth part of the coal production of Nova Scotia was exported to the United States. Taking the last ten years the proportion of production sent to the Uniten States was twelve and a half per cent. In one year only there is imported into Canada three times as much coal as is exported to the United States in ten years. All the coal exported to the New England market in ten years would not keep the factories there in fuel for as many weeks.

And this as to the coal. What kind of coal was sent there? The kind of coal that a majority of Nova Scotia operators are thankful to get rid of, and for which there is no home nor Canadian market, and which goes by the several names of slack, culm, duff, and dross. Until Nova Scotia secured the New England market for her slack, unsightly and dangerous heaps of it could be seen defacing the surroundings of every colliery on the Island, and also at some points on the Mainland.

And then restrain a cynical smile when you read: "The miners of Nova Scotia are willing to

continue this supply it they are given assurance that it will not be used to help break the strike." Let the low figures of ten million tons be taken as the weekly production in the United States, and let it further be assumed that Nova Scotia could send ten thousand tons a week to that country, what effect would that small quantity have od the strike? Wholly inappreciable, and no more likely to assist in breaking the strike than if one man among a thousand strikers declared he would help to break the strike by going to work. The climax comes in the statement that the Nova Scotia miners will allow just so much coal to go to the United States as the United States allowed to come into Ontario and Quebec. If Ontario and Quebec are to get no more coal from the U. S. than N. S. sends there, then the plight of these two provinces is serious indeed, and deserving ot the greatest sympathy. It is a pity that newspapers, which should be a little familiar with the coal trade, give prominence to so grotesque utterances, humorous utterances, in a way, but pitiably so.

- Rubs by Rambler. -

It is expected that before the next issue of the Mining Record the 'Scotia' pilgrims will have returned from Britain. It is to be hoped that the population of the towns of New Glasgow and Trenton will have cause to sing :

"See the order getters come
Blow the whistles, crack the thumb."

Confound the poet of the Canadian Mining Journal who has infected Rambler with his poetical virus.

♣ ♣ ♣

FRIENDLY APPRECIATION.—It has ever been part of my creed to give the personage who is credited with being the world's champion stoker, his due. Therefore I am willing to give Jas. B. McLachlan credit for a plan to take away any necessity for a strike, and to demonstrate how sincere I am his name is spelled in the way he likes best, and not in the way, possibly, it ought to be spelled, His proposal is that if the Minto miners won't accept the award of the Conciliation Board, at all, at all, but will prefer to go idle, they will be transported en masse to Alberta or thereabouts. There is sound sense in the employment of this method of dispensing with a strike, and it affords proof that the C. B. union officials have, contrary to the general belief, sane moments. In fairness it must be said that the method is not wholly original. Thirty-five years ago the operators frequently told the mine workers to hie away to other fields if dissatisfied.

♣ ♣ ♣

FRIENDLY ADMONITION.—I have said that Jas. B has his sane moments, the inference being that at times he is not wholly so. In proof of this let me quote what he said to a C. B. paper- the G. B. Gazette :

"..... according to an interview published in The Gazette on Monday, Mr. McLachlan describes the coal order issued by the fuel authorities at Ottawa, placing an embargo on coal shipments to the United States, as an injustice and that the U. M. W. would not stand for it. "The U. M. W. will not stand for this injustice," Mr. McLachlan is quoted as saying. "There is now a quarter of a million tons of coal held up on the Ontaria border. Ontario wants this coal. The Yankee operator is the nigger in the woodpile. The Yankee operators complain that American coal is being shipped to Canada and that the surplus Canadian coal is being shipped to Europe. The fact of the matter is this, the American companies are sore because the Canadian companies are getting European markets "

James, boy, a full grown, past the middle age, man, should not indulge in forced hysteria If, at this writing, I was not over-flowing with the milk of human kindness, I would say that in the extract above quoted you were indulging in undiluted rot, to use a word familiar to democracy. For the past six months the United States has not been able to meet fully the home demand, and little, if any coal, would have been exported, had export prices not been alluring. The comparitively small quantity of coal Nova Scotia operators have been able to export has not caused the U S. operators a moments worry. Indeed, they rejoice that Nova Scotia has been able to send some coal to coal famine stricken European countries. To refuse to send a few tons of otherwise unsaleable coal to the Everett Gas Works would not be so much a case of biting off ones nose to spite his face, as masticating the whole remainder of his face to spite his proboscis.

♣ ♣ ♣

PITS AND POETRY. In a late issue of a mining paper the index made reference to a certain page on which would be found 'Poetry.' I stupidly mislaid the paper, before I had scanned the lines or counted the number of feet to a line. However, that is of small moment ; the precedent of poetry, in a mining paper, is sufficient. So, with apologies to Sir Walter, and the personages whose identity is made plain by their initials, I launch out as follows :

The tilt which for a space did fail
Now trebly thundering swells the gale
And B. Point is the cry
Chargé, F. W., charge, on Mac N on
Are the last words from Cape Breton.

In order to bring out the beauty and the resonance of the climax put the emphasis on the last syllable of the last word. Poets, as a rule, do not give instructions as how best to read their effusions, but Rambler is no ordinary poet.

♣ ♣ ♣

THE PRESS AND THE G. W. V's.—It is to be regretted that though parliament said it was impossible to grant the request of the G. W. Veterans for a gratuity of $2,000 to each soldier who had fought in the war, the agitation for this amount is to be continued. Many of the members of parliament, who voted against the granting of the request, had themselves been overseas, and presumably their sympathies were with the requisitionists, but taking into consideration the vastness of the total they came to the conclusion that Canada could not stand so great a tax. Many of the leading newspapers, while sympathizing with the veterans, are decidedly of opinlon that parliament could do no other than it did. There are, however, many newspapers guilty of the sin of silence, while some, steeped in partizanship, profess to believe, and

assert that the gratuity should be paid. It might seem to betray a very narrow, and extremely ungenerous spirit were I, if asked to give an opinion of the newspapers in general, to express the belief that, as a whole, they had the taint of moral cowardice. How often do papers published in industrial centres, tell either the operatives or the operators the unvarnished truth? How often do papers with a large proportion of farmers on their mailing list tell them, to their face, that they are as big profiteers as any others? Ask a tory partizan, or a liberal partizan paper, what he thinks of the action of this tory government or that liberal government, and the likely negative answer will be: 'Can any good thing come out of Nazareth.' I have been prompted to these remarks after reading an article in the Sydney Post on the gratuity question. There is a big chunk of wisdom in the following extract:

"If every one had spoken as he believed and felt on the "gratuity" question from the very outset, the fantastic agitation would never have travelled very far from Calgary. But there were civic politicians in a dozen or more cities who wanted votes, and these forthwith began to play the returned men with the gratuity bubble. Similarly there were hard-bested public men in the provincial and federal arenas, who saw a chance to round up the soldier-vote, and these too began blowing bubbles with solemu countenance and tongue stuck in the cheek. Thus an agitation that well-balanced people thought would be quickly choked out by its own manifest absurdity, survived month after month, till finally it found its way into Parliament. To the credit of the members, and especially of the returned men who have seats in the Commons, the proposal was honestly and frankly discussed in Parliament, with but little show of political by-play; its impossibility was demonstrated a dozen times over, and it was emphatically rejected as impracticable. Bnt unfortunately there are still to be found here and there in the country politicians who yield to the temptation to get a volley of applause from a soldier audience, by exploiting a proposal they know to be impracticable. These politicians should seriously ask themselves the question: Is the game really worth the candle? Are votes after all really worth so much as to justify men in sinking their self-respect, stultifying their reason, and throwing away their reputation for sound judgment and honest speech, in the effort to obtain them? In short, is political power, the maintenance of any particular party in office, or the success of any particular party at the polls, of so great importance as to excuse demagogism in these dangerous times as an instrument in its attainment?"

♣ ♣ ♣

The Canadian Mining Journal, in a late issue, referring to the Bonar Point fracas, said in part that it was a fitting time that the N. S. Department of Mines should appoint the Commission authorized by statute at last session of the Legislature and suggests that this commission should have governance of the extension of the Dominlon Coal Company's newly proposed operations, as well as the broader question of the undersea measures. A writer in the Halifax Herald suggests that the editor of the Mining Journal was not wholly disinterested in urging the appointment of a commission, seeing the Dominion Coal Company had perfected plans for entering the areas at Bonar Point. He says there is no necessity for the delay involved in the appointment of a commission, seeing Mr. Donkin, Inspector of Mines, is in possession of all the facts and details of the proposed exploitation. He also says that a Commission, at this time, would be an interference with the rights of the Dominion Coal Company, or, as I should have said, 'an unprecedented interference.' Be it clearly understood I am taking no side in the dispute. When the Herald writer says the interference would be unprecedent, he is taking a position which cannot, so far as my knowledge goes, very readily be questioned. Had he said 'uncalled for interference,' I might have demurred, for the Mines Act, not as amended at last session, but eight or nine years ago, gives the Commissioner power to interfere, but as I had the audacity, and at the same time the great pleasure, oft telling the Commissioner the amendment, section 233 of the Mines Act, gave him powers he would be wise to wink at, if he desired to reach the allotted span. Let us look at the powers of the Commissioner given him by Statute. Section 233 and 234 of the Mines Act reads:

"233 Before the work of opening any coal mine, after the passing of this Act, is begun, a plan of the coal areas proposed to be operated by any person, firm or company shall be submitted to the Commissioner of Public Works and Mines, for the approval of the Governor-in-Council, showing the place or places at which proposed shafts or slopes are to be sunk or driven, and the area of coal to be won by each shaft or slope, and making provision for the operation of riding rakes therein, and a plan showing the number and size of the openings, the number of seams to be worked at one time, the proposed system of underground workings and a calculation of percentage of coal to be extracted from each seam. 1910, c. 20, s. 1,

234. It shall be the duty of the Inspector of Mines to report to the Commissioner of Public Works and Mines the reason why such plans should be approved or not approved, or should be modified before the permission of the Governor-in-Council is given to proceed with the work. 1910, c. 20, s. 1."

It is needless to say that the one who drafted those two clauses was a lawyer, and therefore a novice, as concerning mining phraseology. Of course the clauses of some acts are retroactive, but the first eight words of Section 233 partake of the characteristic of what are termed Irish bulls. Here they constitute an absurdity. The section, as a whole, is an arresting—to a miuer—example of redundancy. Had a layman drafted the second section above he would have avoided involution as well as redundance, and framed it after this fashion:

"It shall be the duty of the Inspector to report to the Commissioner the reasons why such plans should be approved, modified, or disapproved."

All else is unnecessary. Instead of being a section, 234 had better been 233(2) a sub section. Apologising for being so digressive I proceed to extend sympathy to the Inspector. Suppose the Inspector disapproves of the plans, what will the exploiters say to him? This, likely: "Oh, then, go ahead, prepare 'your' 'plans' for our approval." The operators, in turn, disapprove, and give their reason, probably to the confusion of the Intpector, who, being also Deputy Commissioner, cannot be expected to be as expert in formulating plans as the compan-

(Continued on page 12.)

AROUND THE COLLIERIES

The main and tail rope haulage of the South deep (Dom. 9) has been extended 800 feet.

While Dom. No. 9 colliery is, perhaps, a gassy mine, the air courses are kept in such good condition thar gas is seldom reported by the Deputies.

In order to more rapidly handle the coal and block it out on No. 6 South landing, Dom. No 9 colliery, a small engine has been installed. This does away with all pushing of boxes on this landing and tends to a larger output.

The average output of Dominion No. 9 colliery is 950 tons. This would be added to if the machine runners worked more steadily. Shooters and loaders are said to be steady and reliable, but the machine men lose a lot of time.

It took a very short time to ship away the coal in the Dominion No. 2 heaps, but it was got away in time to prevent the cry of going to American vessels. The war cost Canada her home markets, and she dare'nt take them back again, no matter what happens to her good neighbor who filled in while she was fighting.

Dominion No. 7 colliery, better known as the 'Hub' is being dismantled. The air lines, rails, pit boxes, pumps, etc., have been taken out of the mine, and are being distributed among the different Dominion collieries. This colliery was driven in advance of all other collieries in the Glace Bay district, and has proved the uniformity of the coal field as well as its continuity over a large area. It was never a large producer, compared with other mines, but some day when these others are exhausted the Hub will be unwatered and its coal output will greatly help to keep the home fires burning.

The Conciliation Board has granted the Minto miners an advance of a cent a ton. The demand was equivalent to six cents. The Sec'y. of the C. B. U. M. W's. in talking to the C. B. papers over the phone for once uttered an absolute truth. He said that the award of a cent was next to an award of nothing. The truth of this is evident when one realizes that there are no quarter or half cent coins in circulation. The majority of the Board meant the cent as a consolation, and as a verdict for the complainants, which, of course, carries costs.

The shipments of the Acadia Coal Company for October were the highest for that month in the last six years. They were exceeded this year by the January shipments. Curiously, though one might nor expect it, January shipments are, as a rule, highet than a majority of the other months. November would have shown gratifying shipments had not a run away in the slope, through the breaking of a coupling, caused the pit to be idle for three days. Considerable damage was done in the slope by the descent of the loaded boxes.

The collieries of the Acadia Coal Company produced two thousand tons one day last week.

The leading work of Dom. No. 9 colliery is well ahead, and plenty of mine room is a standing guarantee of a steady output.

The new lifts of Dominion No 16 will, in future, be 900 ft This is to give greater concentration of mining, by which a district may produce more coal daily until it is finished.

The production of coal in Canada in 1918 was a million and a quarter tons greater than in 1914 and over three million tons less than in 1915, the first full year of the war. In 1916 there was a drop compared with the preceding year of nearly four million tons, The year 1917 makes the poorest, and 1915 the best showing in the last six years.

The deeps of Dominion No. 16 are to be driven down 900 ft. before any levels will be started. As they go down the permanent work of timbering and laying the tracks with 60 lb. rails is being done. The roof of the deeps, which, in the upper lifts, was very bad, shows a change for the better and is stronger and harder than it was above.

The question of submarine mining, so far, has been between two coal companies, and the Mines Department, as to adjustment of territory. There are other important points upon which the government and the companies should centre attention. It is claimed, for instance, that there are so many million of tons in the Bonar Point territory. Let us say two hundred millions for arguments sake. Under the conditions set down by statute for the mining of sub-marine coal, and the thickness of the pillars to be left, how much of this quantity.can be recovered? The simplest and shortest answer is 'not the half of it. What, then, is to become of the coal left in the pillars? This is the most important point in connection with submarine coal mining.

In a speech delivered for the benefit of the Sydney Post, the Sec.-Treas. of the C. B. U. M. W's. said, in part, in referring to the Minto mine trouble :

"Mr. Henderson knows, or at least he should know, that a conciliation board cannot be granted until the men have, by their vote, declared their intention of striking UNLESS THEIR DEMANDS ARE MET."

Here we have new light on the Lemieux Act, but as the Mining Record has doubts as to the reliability of the generator, perhaps the Sec.-Treas. will quote the section of the Act in which he bases his assertion. If the Act bears out the Sec.-Treas." interpretation, then it is not a conciliation board, but a board granted under the compulsion of a dire threat. When the employers or operators apply for a conciliation board what do they tell the Minister of Labor will happen if the board is not granted forthwith?

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AROUND THE COLLIERIES.

It is said that an eminent mining engineer is making investigation for persons having an eye on the Mabou coal property. If the expert is unfamiliar with conditions in Inverness County the Mining Record throws out the hint that he might take into consultation the manager of, say, the Inverness Ry. and Coal Co., who has been, of late, making the acquaintance of the strata from Inverness to Mabou.

Dear Sir:—Accept my hearty congratulations on the production of your invaluable book, "Minerals and Mining," which I have read with intense interest, presenting, as it does a complete history of the mining industry of the Province, and from so authentic a source it should prove very helpful, to every mining student. To myself the book is especially interesting on account of our intimacy at a mining center, in the seventies, and the reminder of old and lasting recollections.—John Fraser

The Mining Record has come to the conclusion that Fuel Controller McGrath's bark is worse than his bite. We cannot believe he ever seriously intended to prohibit the exportation of coal so long as no facilities were given the operators to send coal by rail to the upper provinces. It would be stupid to prohibit exports if thereby the only result would be a decrease in produetion, The operators cannot be forced to bank coal unless the Fuel Controller guaranteed that it will shortly be required for shipment by rail, or rail and water, by rail to Montreal and points west, and by water to open Maritime Province ports. If coal cannot immediately be transported by rail, and at a rate to keep the collieries fully employed, there would only harm result from the interference with exports and coal for bunkers.

The 'steel' end of 'Scotia', as the workers and the communities are aware, has been under the weather for the past few months, and therefore gladness is expressed on all sides that there is marked improvement which it is believed will not be of a temporary nature. Some of the papers say that 'Scotia' has received a big steel order. Possibly that is not exactly the case. The Record would rather put it in this way; 'Scotia' has been, of late, receiving orders for steel and an accumulation of these orders justifies the signal from the bridge to the engine 'full steam ahead.' The big furnace would not have been started last week were there not sufficient orders on hand to keep the plants at Sydney Mines and New Glasgow in operation for several months. The Mining Record has an opinion of its own, to wit, that had the leaders of the workers had the gumption to wait upon the management and say "There will be no strike for higher wages for twelve months unless the prices of necessities leap upward," there would not have been the long idle time beginning about six months ago. There was no inducement for the management to seek for contracts while they did not know how soon a demand would be made for an increase, thereby rendering a contract unprofitable.

If McGrath has forbidden the export of coal, what is the Dominion Coal Company to do with its released steamers? Employ them in carrying wheat?

Speaking from a Pictou County standpoint the Mining Record is with the Eastern Chronicle when he says he would rather see a merger of 'Scotia' and Acadia than the bigger merger talked of. Speaking from the standpoint of a provincialist he might be compelled to declare the bigger merger best.

The Mining Record has known that for several months attempts have been made to organize a company to operate the Mabou mine, but it was not deemed politic to call attention to the matter. However, as the Montreal Star has a paragraph to the effect that Mr. J. R. McIsaac has been in Montreal in an effort to secure capital to take hold of the property, there is no necessity for further silence. Mr. McIsaac, in possible conjunction with another C. B. mining man, has for the past six months been interesting himself in this property, having come to the conclusion that it is too valuable to be standing idle. Whether he has been or will be successful cannot be stated as yet. The owners of the property all reside in Pictou County. The mine has been closed now for many years, the slope being full of water. As there was not much development work done it is thought that a few days of a good pump would be sufficient to unwater the mine. A fall at the mouth of the slope has deterred the holders from making attempts to ascertain if there is an ebb and flow of water in the mine, but the opinion of some experts is that the undertow has filled any crevice with sand and gravel. As the Mining Record has stated previously one big concern should take hold of the St Rose, Inverness, and Mabou, and make of them one strong concern, that would do for Inverness County what the Dominion Coal Co'y. has done for South, and the 'Scotia' company for north Cape Breton.

A C. B. paper in its relation of what the Dominion Coal Co. is undertaking at Bonar Point employs words and phrases not easily to be interpreted by any but a super mining expert. For instance, we are with gravity informed that:

"The new shaft will be sunk within two miles of the Canadian National Railway tracks, with which connection will be made, in order to transport the coal to the steel works. The workings will underlie the Lloyds' cove seam; the main seam itself where submarine operations are contemplated is over five feet in thickness and twenty millions of tons of coal are available and planned for. The shaft itself will be located some five hundred feet in the rear of the cliff and the slope will enter the seam to be worked at two thousand feet."

One not in the ken might infer from the foregoing that at Bonar Point there would be first a shaft, and then a slope. Now, though for the purposes of the Mines Regulation Act, a slope means a shaft, and "a

shaft includes a slope, the two words do not mean the same thing in every day speech. The miners of Cumberland and Inverness counties do not speak of the east or west shafts but of the east or west slopes ; and in referring to the beginning of operations at a mine, people—the common people—speak of 'sinking' a shaft and 'driving' a slope. They speak of a run away in a slope, and a 'fall' of the cage, in a shaft. There is not to be a shaft and a slope at Bonar Point for the hoisting of coal. People speak of the 'Florence' slope and the probability is they will follow the words Bonar Point by the word 'slope' when the mine is in operation. All this by the way. The last sentence in the extract should read, we suspect, after this fashion: "The entrance to the slopes, tunnels, or INCLINED shafts, will be located some 500 feet inland from the edge of the cliff, and will strike the coal seam at a point about 1500 feet seaward, or 2000 feet from the entrance or starting point " The slope will have a fairly steep angle, some 22 degrees from the horizontal. Two thousand feet of haulage, through barren territory, makes imperative the employment of the latest improvements in hoisting machinery, strong ropes, big rakes, etc.

Continued from page 9.

ies staffs, who are proficient as mining experts. The present Inspector of Mines, or I am greatly mistaken, would be the last man to say he was as reliable an authority on coal mine exploitation as the best mining engineers of the big companies. He might be as able to judge of the proper location of a mine, in its relation to the areas of another corporation, as any of a company's experts, but beyond that he should not go, unless he wants to shoulder a tremendous responsibility,

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AN OLD FASHIONED TIN MINE.

Last month a calamitous and most unusual accident, resulting in the death of thirty persons, occurred at the Levant mine in West Cornwall, Wales, occasioned by the breakage of the rod of the engine, a primitive machine used for the raising and lowering of the workers, from and to the mine bottom. The rod broke when the engine was at the top of its stroke. Mining Record readers who have travelled in the Marion on the C. B. Lakes, or better, those who have seen the great walking beam at the old Foord pit, employed in the pumping of water from the mine, can form an accurate opinion of the engine employed at the Cornish mine and of the length of the stroke and what is meant by the top of the stroke. The men were not hoisted by means of a cage without stop, after the cage had been signalled away, until it reached the mine mouth. The device by which the men were hoisted has been termed a 'lift ladder'. We take the following most interesting account of the mine and the accident from the Manchester Guardian :

"This ancient tin mine, situated on the edge of the cliff not far distant from Land's End and the workings of which go out under the sea for a couple of miles, is antiquated in many respects, but in none more so perhaps than in its method of taking the miners up and down the shaft. This is accomplished by means of what is known locally as a man engine, a machine which raises and lowers the men by a series of 12 ft. steps. These steps are attached to a central beam, and coincide with a similar step fixed against the side of the shaft. The central beam extends from the surface to the bottom of the shaft. It is raised and lowered alternately by the stroke of the engine.

"Thus a miner getting on the bottom step of the central beam would be raised twelve feet and find himself on a level with the first platform placed against the side of the shaft. He steps on to this platform, awaits the descent of the beam, and gets on to the second step of the latter, and this process is repeated by himself and his comrades till the surface is reached. When the machine has been working some little time it is full of men, one above the other, stretching from the bottom to the top of the shaft.

"This was the position when the accident happened, the whole of the underground shift, numbering about 150, being in the machine. The iron work at the top of the beam connecting it with the engine suddenly snapped, and the beam fell back into the shaft with nearly the whole of the men. It fell the length of the stroke and then smashed in pieces, which fell through the shaft, wrecking everything in their way until they became jammed between the sides. Some of the men were thrown off the little platforms, and falling, were killed instantly. Others were pinned against the sides of the shaft and imprisoned. Some, still more unfortunate, were badly injured, and a few had marvellous escapes.

Those who escaped showed a splendid spirit of comradeship. Despite their terrible experience they rallied to the rescue of their comrades. Geevor Mine, Levant's only neighbour, gave every assistance in its power. The work of rescue proceeded without intermission throughout the night, and about twenty men were brought up!

Amongst the rescued was that of an elderly miner named Hills. Instinctively realizing that something had gone wrong with the man engine he sprang into the shaft and clung tosome wood work at the side. How he escaped the falling timber and debris is a marvel, but ultimately he reached safety by sliding down the bell line. He remained in the mine all night in an endeavour to rescue his comrades, His partner, a young man named Waters, who was one step below him on the man engine, was killed,

"It was stated by the mine manager that the engine was inspected and oiled every day. At the place where the breakage occurred a new beam was put in a short time ago, and the iron rod and the iron caps were virtually new. This method of raising and lowering men has been in use at the Levant Mine for about seventy years.

"An inquest on the nineteen bodies was opened at the mine on Wednesday afternoon, but only formal evidence of identification was given,

and the inquiry, on the suggestion of the Coroner, was adjourned to November 11, to allow of investigation and reports of the Home Office inspectors, it being believed that by that date the shaft would be sufficiently clear to enable the examination to be completed.

"Incessant work is proceeding to endeavour to rescue one man believed to be alive. He has not been heard tapping, however, since Wednesday afternoon. Rescue parties working down from the top of the man engine shaft have found everything swept down, forming blockage which is being cleared as fast as expert hands can perform the task."

U. S. bituminous production for the week of October 25 furnishes an interesting stndy in connection with the proposals of the U. M W. for a 30-hour week. According to the preliminary estimates of the United States Geological Survey, the total bituminous tonnage raised during the period in question was 13,118,000 net tons. This total is close to the record for the week ended july 13, 1918, when the output was 13,286,000 net tons; indeed, the opinion is expressed that the final figures for the week of October 25 may exceed the 1918, high-water mark. While full time operation was not attained at all shafts, this outturn was produced when the country as a whole was on an eight-hour basis. The miners' present proposal, on the surface, calls for a reduction of 37½ per cent. in this time, but operators, contrasting the six honrs, time from bank to bank scheme with the eight hours at the workiug face, estimate the actual reduction in the basic working bay at something like 48 per cent. But even taking the smallar reduction, the basis proposed (30 hours) applied to the week in question would have cut production to 8,198,750 tons. If that record were maintained throughout the year, the annual production would be 426,335,000 net tons. The average production for the five year period 1912-16 was 463,277,671 net tons; in 1917 the miners produced 551,700,563 tons; last year, output was in the neighborhood of 585,000,000 tons!

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Output and Shipments for October, 1919

	Output	Shipments
Dominion No. 1	29 431	
Dominion No. 2	53 028	
Dominion No. 4	28 284	
Dominion No. 5	7 052	
Dominion No. 6	19 415	
Dominion No 9	25 215	
Dominion No 10	11 273	271 858
Dominion No 11	14 859	
Dominion No 12	16 309	
Dominion No 14	18 485	
Dominion No 15	12 843	
Dominion No 16	14 834	
Dominion No 17	165	
Dominion No 21	13 233	
Dominion No 22	15 538	
	279 964	

Shipments	Oct.	1919	271 858
Shipments	"	1918	320 231
Decrease	"	1919	48 373
Shipments	10 mos.	1919	2 251 229
"	10 "	1918	2 478 595
Decrease	10 "	1919	227 366

SPRINGHILL.

Shipments	Oct.	1919	30 536
"	"	1918	25 416
Increase	"	1919	5 120
Shipments	10 mos.	1919	262 742
"	10 "	1918	255 887
Increase	10 "	1919	6 855

—NOVA SCOTIA STEEL & COAL CO.—

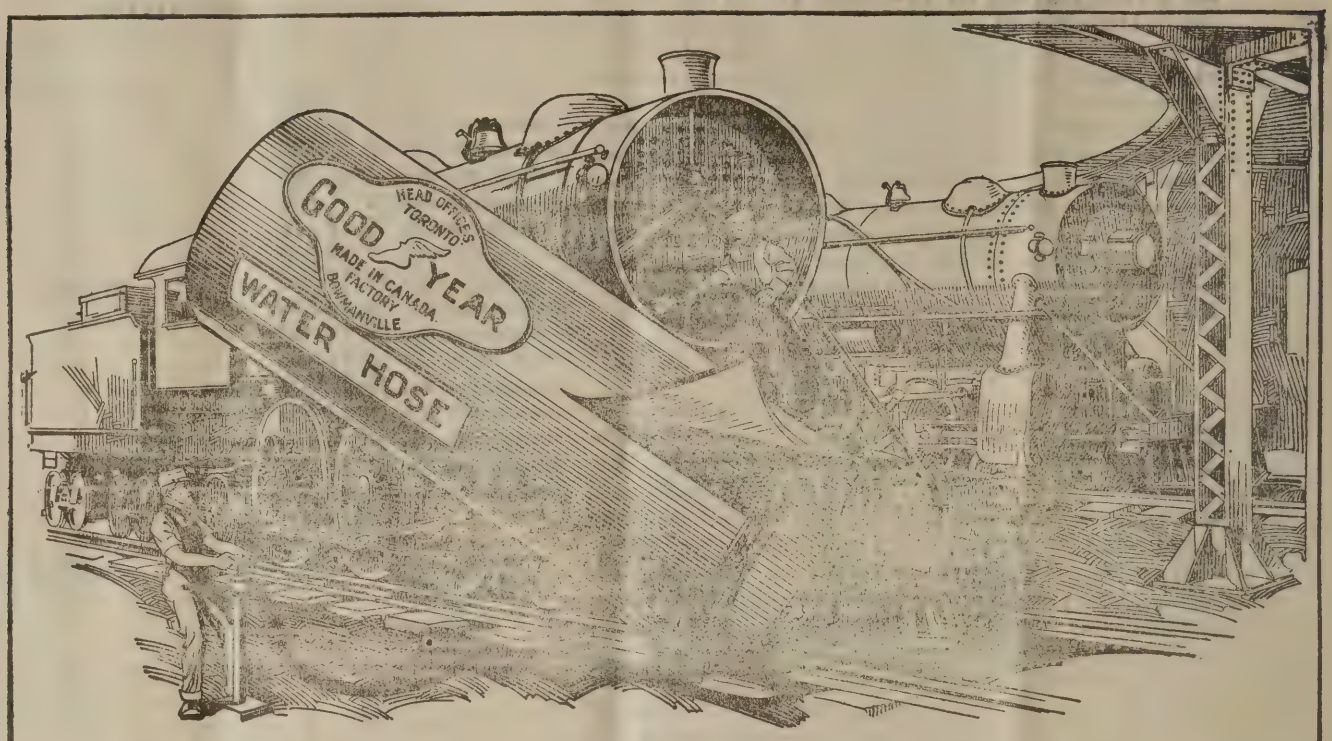
Shipments	Oct,	1919	52 692
"	"	1918	44 542
Increase	"	1919	8 150
Shipments	10 mos.	1919	398 701
"	10 "	1918	417 195
Decrease	10 "	1919	18 494

ACADIA COAL CO.

Shipments	Oct.	1919	38 444
"	"	1918	31 725
Increase	"	1919	6 719
Shipments	10 mos.	1919	299 522
"	10 "	1918	182 898
Increase	10 "	1919	116 624

INTERCOLONIAL COAL CO.

Shipments	Oct.	1919	15 273
"	"	1918	11 387
Increase	"	1919	3 886
Shipments	10 mos.	1919	126 778
"	10 "	1918	126 585
Decrease	10 "	1919	193



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CHAPTERS XXXVII to XLVII, Pages 313 to 368 treat respectively on: By Products of Coal—Vast increase in Mineral Wealth—Quallty of N. Scotia Coal—Mine Explosions and Fires—Government Assistance to Mining—Technical College, Mining Schools—Coal Companies of Nova Scotia—New Seams, Stellarton—Nova Scotia Coal Sales, 1811-1917—Staff of Mines Department and Some Production Comparisons.

NOTICES OF THE BOOK:

Favorable, indeed flattering notices are being received of the book issued by the editor of the Mining Record. That youthful modesty which is, as many know, a characteristic of the author, forbids a rehearsal of many of the nice things said. At the same time, that arrogance, also characteristic of youth, impels him not to hide them all in a napkin. Here is a little coincidence. With the same mail came two notices and both from McInnes's, one a former District Superintendent of the Dominion Coal Coy., and now a wholesale coal merchant in Montreal, the other from a highly respected citizen of Port Morien:

"While in Cape Breton two weeks ago I got a copy of your new book. It is very interesting—brings back the old days. The coming generations will find it an accurate story of the periods just passed, when Nova Scotia came into her own as a coal producer and as a pillar in our industrial development."—Mr. A. McInnes.

And this from Daniel McInnes: "I congratulate you on your authorship—the right man in the right place. No other man could write such a history without the knowledge you possess.

And these:

R. McDougald, Westville: . . . All that comes from your pen is always to the point, and within the limits of human knowledge, accurate. I an very glad that you undertook to conserve the acquisitions of a life time of special study and observation in a book. It will no doubt prove helpful to many a Canadian mining student.

John Moffatt, Dominion, C. B.: I have read your book and am convinced that to the great work accomplished by you in the sphere of labor, in the past, you have added another service which will endure for many years, and be often quoted from. The Province of Nova Scotia is indebted to you in many ways, and this well written book adds to that obligation.

This from another C. B. correspondent:—"The book made a hit. It has proved itself a success. I have heard not a few complimentary remarks, both regarding the book and the author. I hope the 2nd and the 3rd editions will be called for before long.

Synopsis of Coal Mines Regulations.

COAL mining rights of the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the North-West Territories and in a portion of the province of British Columbia, may be leased for a term of twenty-one years, renewal for a further term of 21 years at an annual rental of $1 an acre. Not more than 2560 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal sub-divisions of sections, and in unsurveyed territory, the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of $5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, rescinded by Chap. 27 of 4-5 George V. assented to 12th June, 1914.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. CORY.
Deputy Minister of the Interior.

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Hon. Martin Burrell, Minister.

Mines Branch.

Recent Publications:

1 Summary Report of the Mines Branch for the Calendar Year 1917.

2 The Coal Fields and Coal Industry of Eastern Canada, by Francis W. Gray.

3 The Thin Coals of Eastern Canada, by J. F. K. Brown.

4 Annual Mineral Production Reports, by J. McLeish, B. A.

5 Analyses of Canadian Fuels, Parts I to V, by E. Stansfield, M. Sc., and J. H. H. Nicolls, M. Sc.

The Mines Branch maintains the following laboratories in which investigations are made with a view to assisting in the developing of the general mining industries of Canada:—Fuel Testing Laboratory, Ore-Dressing Laboratory, Chemical Laboratory, Ceramic Laboratory, Structural Materials Laboratory.

Application for reports and particulars relative to having investigations made in the several laboratories should be addressed to The Director, Mines Branch, Department of Mines, Ottawa.

R. G. McConnell, Deputy Minister.

Geological Survey.

Recent Publications:

Summary Report. The annual Summary Report of the Geological Survey is now published in parts. Applicants should, therefore, state what particular geologist's report is required, or what subjects they are interested in.

MEMOIR 20. Gold fields of Nova Scotia, by Wyat Malcolm.

MEMOIR 44. Clay and shale deposits of New Brunswick, by J. Keele.

MEMOIR 59. Coal fields and coal resources of Canada, by D. B. Dowling.

MEMOIR 60. Arisaig-Antigonish district of Nova Scotia, by M. Y. Williams.

MEMOIR 78. Wabana iron ore of Newfoundland, by A. O. Hayes.

MAP 63A. Moncton Sheet, Westmorland and Albert Counties.

Applications for reports should be addressed to the Director, Geological Survey, Ottawa.

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